



SMOG CHECK ADVISORY

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NEW YEAR BRINGS NEW SMOG CHECK CHANGES

By Lana K. Wilson-Combs

More changes are planned this year and through 2004 for the Bureau of Automotive Repair's Smog Check Program. BAR Chief Doug Laue recently met with the Sacramento County Board of Supervisors to discuss and outline strategies for the new year, which he believes, will improve the Smog Check Program.

These strategies are based on the Air Resources Board's report evaluating the effectiveness of the Smog Check Program released last year. Some of the changes include:

1. Tighten emission cut points
2. Include heavy duty trucks in enhanced program
3. Improve evaporative emission testing
4. Use remote sensing

Laue explained to the County Board of Supervisors that the State Implementation Plan (SIP) requires BAR to reduce cutpoint levels for NOx, one of the key ingredients of ozone pollution. While ARB's recent evaluation of the Smog Check II Program showed the program is achieving significant emission reduc-



Bureau of Automotive Repair (BAR)
Chief Doug Laue

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State Hopes to Drive Away Air Pollution With Purchase of Electric and Hybrid Vehicles

By Lana K. Wilson-Combs



Barry D. Keene, Director of General Services, with a Toyota Prius.

Since 1997, the Federal Energy Policy Act (EPACT) has required 75 percent of the state's 2001 light duty vehicle purchases be Alternative Fuel Powered Vehicles (AFV), such as with Electric, Compress Natural Gas (CNG), Propane, Ethanol and Methanol powered vehicles. To further reduce air pollution and address the balance of the fleet purchases effective January 1, 2001, the department of General Services will require all gasoline-powered, non-alternative fuel vehicles (non-AFV) and light-duty (below 8,500 GVWR) vehicles purchased by state agencies/departments be certified as Ultra Low Emission Vehicles (ULEV) or Super Ultra Low Emissions Vehicles (SULEV).

Barry Keene, Director of the Department of General Services who oversees all state vehicle purchases admits he's pleased to see these policies implemented. "Both Governor Davis and our agency have been committed to

pushing fuel efficiency and maintaining a clean environment for some time," says Keene. "The governor has made this one of his top priorities. This is a big step in the right direction." Keene, who worked as a legislator for 20 years before retiring in 1992, only to get back in state service this year, believes the new policy could set a standard for other states.

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On this page are Smog Check testing and repair statistics for the months of August, September and October 2000. As always, the “Tests Conducted” data represents **all** Acceleration Simulation Mode (ASM) and Two-Speed Idle (TSI) tests performed on vehicles by Smog Check stations statewide, with the number of certificates that resulted from these tests shown under “Certificates Issued.” The remaining data represent only ASM and TSI **first** (initial) tests performed on vehicles. The differences between Enhanced and Basic/Change of Ownership (COO) Areas of the state are also shown.

	AUGUST		SEPTEMBER		OCTOBER	
PROGRAM VOLUME						
Tests Conducted*	1,053,520		951,210		950,614	
Vehicles Tested	910,078		815,276		802,441	
– Enhanced	578,887		523,670		515,889	
– Basic/COO	330,984		291,138		286,328	
Vehicles Failed	105,141	(11.56%)	101,522	(12.46%)	105,265	(13.12%)
– Enhanced	79,965	(13.82%)	78,329	(14.96%)	81,999	(15.90%)
– Basic/COO	25,145	(7.60%)	23,160	(7.95%)	23,222	(8.11%)
Certificates Issued	882,494		786,352		773,429	
TYPE OF FAILURE						
Tailpipe	75,642	(8.3%)	74,666	(9.10%)	78,508	(9.7%)
– Enhanced	59,161	(10.2%)	59,666	(11.40%)	63,484	(12.3%)
– Basic/COO	16,113	(4.9%)	14,620	(5.00%)	14,579	(5.1%)
Gross Polluters**	37,625	(4.1%)	34,231	(4.20%)	34,830	(4.3%)
– Enhanced	29,859	(5.1%)	27,220	(5.20%)	27,907	(5.4%)
– Basic/COO	7,557	(2.3%)	6,827	(2.30%)	6,771	(2.3%)
Visual	22,372	(2.4%)	20,660	(2.50%)	21,550	(2.6%)
– Enhanced	18,428	(3.1%)	20,278	(3.80%)	17,788	(3.4%)
– Basic/COO	3,713	(1.2%)	3,586	(1.20%)	3,523	(1.7%)
Functional	54,545	(6.0%)	51,646	(6.30%)	53,661	(6.6%)
– Enhanced	41,650	(7.2%)	39,543	(7.50%)	41,208	(8.0%)
– Basic/COO	12,486	(3.9%)	11,838	(4.00%)	12,183	(4.2%)
FAILURE BY STATION TYPE						
Test & Repair	47,078	(9.2%)	44,695	(9.80%)	46,271	(10.3%)
– Enhanced	31,739	(10.5%)	30,776	(11.30%)	32,368	(12.0%)
– Basic/COO	15,320	(7.3%)	13,901	(7.50%)	13,880	(7.7%)
GSGR	19,907	(10.3%)	19,529	(11.20%)	18,043	(11.2%)
– Enhanced	14,084	(11.1%)	14,027	(12.20%)	14,899	(13.1%)
– Basic/COO	5,811	(8.7%)	5,489	(9.30%)	5,396	(9.2%)
GPC	5,707	(8.3%)	5,295	(8.70%)	5,298	(9.0%)
– Enhanced	2,274	(12.8%)	2,128	(13.50%)	2,080	(14.0%)
– Basic/COO	3,433	(6.7%)	3,167	(7.0%)	3,218	(7.2%)
Test-Only	31,907	(23.9%)	31,498	(25.6%)	32,791	(27.2%)
– Enhanced	31,528	(24.0%)	31,065	(25.8%)	32,253	(27.5%)
– Basic/COO	379	(17.2%)	431	(18.2%)	538	(18.2%)
By Vehicle Type						
High Emitter Profile (HEP)	19,145	(33.4%)	18,880	(35.4%)	20,153	(37.8%)
Random 2%	1,756	(25.7%)	1,807	(29.10%)	1,844	(28.9%)
Volunteers	11,006	(15.8%)	10,809	(17.0%)	10,794	(17.8%)
AVERAGE REPORTED REPAIR COSTS						
Vehicles Repaired	63,675		58,759		62,001	
– Enhanced	40,522		38,333		40,812	
– Basic/COO	18,490		17,171		17,650	
Average Cost (statewide)	\$125.00		\$127.00		\$130.00	
Test & Repair Stations	\$104.00		\$106.00		\$107.00	
GSGR Stations	\$115.00		\$115.00		\$119.00	
GPC Stations	\$173.00		\$174.00		\$167.00	
CONSUMER ASSISTANCE PROGRAM						
Enhanced Areas	\$128.00		\$129.00		\$134.00	
Basic/COO Areas	\$122.00		\$123.00		\$122.00	
Repair Cost Waivers Issued	85		70		81	
Econ. Hardship Extensions Issued	99		95		114	

New Year *(continued from page 1)*

tions needed to meet federal health-based air quality standards, Laue says the reductions achieved fell short of the target established by the SIP.

"Several factors contributed to this shortfall," explained Laue. "Among them were manufacturers who had technical difficulties meeting the BAR-97 specification and subsequently failed to meet the equipment certification deadlines. This also caused the loaded-mode testing to be delayed until full certification was completed."

Laue added, "one of the biggest setbacks occurred when the contract negotiations, which were needed to establish Test-Only centers collapsed in 1996. It delayed BAR in directing vehicles to Test-Only stations.

Without the necessary contracts required for Test-Only centers, BAR sought a legislative change that would authorize licensed Test-Only stations to handle the directed vehicle volume, as opposed to contracts. While that legislation passed, BAR needed time to implement a licensed Test-Only network that tested the highest polluting vehicles in the fleet.

The BAR and ARB are also optimistic that using remote sensing devices will aid in reducing air pollution. "We have the technology to identify vehicles that exceed the gross pollution emissions limit as they are driven on public roads," says Laue. "Since the remote sensing devices also photograph the license plates of vehicles that drive through the test lane, the car owner can be identified and then notified of an emissions problem. Civil liberties, however are a concern." Laue said the benefits of this technology is it may also be used to identify clean vehicles and exempt them from biennial Smog Check inspections as well as aid in evaluating

the Smog Check program in the future. BAR intends to start the pilot program next year.

Another important issue, which will have a negative impact on the Smog Check program Laue maintains, is the implementation beginning in 2003, of legislation that will exempt vehicles from the program if they are 30 or more years old.

"This includes the biennial inspections and the change of ownership and initial inspections for these vehicles," said Laue. "This actually negatively impacts the program currently, as well as in the future, since motorists may not be motivated to maintain these vintage vehicles."

Laue notes that 1966 through 1973 cars are already exempt from any inspection requirements. Future exemptions only increase these emission losses. "We need to keep all 1974 and newer vehicles in the Smog Check program by seeking a repeal of the 30-year rolling exemption," he said. "However, this would also require legislative change. If implemented, all these changes will dramatically improve air quality and that's the big goal. But these improvements require cooperation from all parties, including regulators, legislators, automotive repair shops and consumers in order for the program to be effective." •

As of October 1, 2000

TECHNICIAN DATA

90	Cut score on the smog exam.
135	Number of scored items on exam.
9,321	Advanced (EA) technicians licensed.
4,361	Basic (EB) technicians licensed.

STATION DATA

4,948	Test & Repair stations statewide.
2,042	Gold Shield Guaranteed Repair (GSGR) stations statewide.
321	Gross Polluter Certification (GPC) stations statewide.
507	Test-Only stations statewide.
630	Test-Only lanes statewide.

CONSUMER ASSISTANCE PROGRAM DATA

177	Stations providing repair assistance.
414	Vehicles repaired (since August 1st).
19	Dismantler sites for vehicle retirement.
259	Vehicles retired (since August 1st).



THE BOTTOM LINE

PHASE 2.3 (effective 12/6/00)Acceleration Simulation Mode
Emission Standards and Gross Polluter Standards

ESC	MODEL YEAR GROUP	VEHICLE TYPE (by GVWR)		PASS/FAIL EMISSION STANDARD								GROSS POLLUTER STANDARD								
		PASSENGER ≤6000	TRUCK includes motorhome, minivan, sport utility 6001 to 8500	ASM 5015				ASM 2525				ASM 5015				ASM 2525				
				HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO		
1	1966 - 1967	X	X	A	241.7	2.72	1721.5	191.7	2.52	1581.5	554971.3	6165.96	441.7	4.42	3259.3	554971.3	6165.96	391.7	4.22	3059.3
2	1968 - 1970	X	X	A	238.9	2.62	1581.5	188.9	2.42	1441.5	494793.7	5480.85	438.9	4.32	3059.3	494793.7	5480.85	388.9	4.12	2859.3
3	1971 - 1974	X	X	A	235.4	2.56	1301.5	185.4	2.36	1161.5	436041.7	4453.19	435.4	4.26	2659.3	436041.7	4453.19	385.4	4.06	2459.3
4	1975 - 1980	X		A	140.3	0.91	1016.3	90.3	0.71	876.3	273316.7	1362.96	315.3	2.51	2051.9	273316.7	1362.96	265.3	2.31	1851.9
5	1981 - 1983	X		B	103.1	0.64	941.1	42.4	0.44	801.1	234259.3	1064.81	253.1	2.14	1844.4	234259.3	1064.81	192.4	1.94	1644.4
6	1984 - 1986	X		A	92.4	0.52	871.1	42.4	0.32	731.1	212963.0	979.63	242.4	2.02	1744.4	212963.0	979.63	192.4	1.82	1544.4
7	1987 - 1992	X		B	81.7	0.48	860.7	31.7	0.32	720.7	128501.9	851.85	231.7	1.98	1729.6	128501.9	851.85	181.7	1.82	1529.6
8	93 +	X		B	191666.7	851.85	596296.3	191666.7	979.63	596296.3	191666.7	851.85	191666.7	851.85	851851.9	191666.7	979.63	191666.7	851851.9	1559.3
9	1975 - 1978		X	B	128501.9	724.07	387592.6	128501.9	851.85	387592.6	128501.9	724.07	128501.9	724.07	553703.7	128501.9	851.85	128501.9	851.85	553703.7
10	1979 - 1983		X	A	155.0	1.08	1320.9	105.0	0.88	1180.9	225000.0	2025.00	330.0	2.58	2487.0	225000.0	2025.00	280.0	2.38	2287.0
11	1984 - 1987		X	B	225000.0	2025.00	745370.4	225000.0	2025.00	745370.4	225000.0	2025.00	225000.0	2025.00	750000.0	225000.0	2025.00	225000.0	2025.00	150000.0
12	1988 - 1992		X	A	145.0	0.88	1315.7	80.0	0.68	1175.7	225000.0	2025.00	320.0	2.38	2479.6	225000.0	2025.00	255.0	2.18	2279.6
13	93 +		X	B	225000.0	2025.00	596296.3	150000.0	2025.00	596296.3	225000.0	2025.00	225000.0	2025.00	851851.9	225000.0	2025.00	150000.0	2025.00	851851.9
14	93 +			A	130.0	0.41	945.0	80.0	0.50	840.0	150000.0	1725.00	280.0	1.71	1850.0	150000.0	1725.00	230.0	1.80	1700.0
15	1966 - 1969		X	B	150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0	150000.0	1725.00	150000.0	1725.00	750000.0	150000.0	1725.00	150000.0	1725.00	750000.0
16	1970 - 1973		X	A	120.0	0.27	875.0	70.0	0.43	735.0	112500.0	1500.00	270.0	1.57	1600.0	112500.0	1500.00	220.0	1.73	1400.0
17	1974 - 1978		X	B	150000.0	1725.00	525000.0	150000.0	1875.00	525000.0	150000.0	1725.00	150000.0	1725.00	750000.0	150000.0	1725.00	150000.0	1725.00	750000.0
				A	97.5	0.30	595.0	47.5	0.40	630.0	112500.0	1500.00	247.5	1.60	1350.0	112500.0	1500.00	197.5	1.70	1400.0
				B	112500.0	1350.00	525000.0	112500.0	1500.00	525000.0	112500.0	1500.00	112500.0	1350.00	750000.0	112500.0	1500.00	112500.0	1500.00	750000.0
				A	150.0	0.30	875.0	100.0	0.70	735.0	150000.0	1500.00	300.0	1.60	1750.0	150000.0	1500.00	250.0	2.00	1550.0
				B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0	150000.0	1500.00	150000.0	1350.00	750000.0	150000.0	1500.00	150000.0	1500.00	750000.0
				A	203.3	3.07	1878.3	153.3	2.87	1738.3	583333.3	4666.67	453.3	5.57	3483.3	583333.3	4666.67	403.3	5.37	3283.3
				B	583333.3	4666.67	1633333.3	583333.3	4666.67	1633333.3	583333.3	4666.67	583333.3	4666.67	2333333.3	583333.3	4666.67	583333.3	4666.67	2333333.3
				A	188.3	2.98	1773.3	138.3	2.78	1633.3	583333.3	4083.33	438.3	5.48	3333.3	583333.3	4083.33	388.3	5.28	3133.3
				B	583333.3	4083.33	1633333.3	583333.3	4083.33	1633333.3	583333.3	4083.33	583333.3	4083.33	2333333.3	583333.3	4083.33	583333.3	4083.33	2333333.3
				A	173.3	2.90	1703.3	123.3	2.70	1563.3	583333.3	3500.00	423.3	5.40	3233.3	583333.3	3500.00	373.3	5.20	3033.3
				B	583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3	583333.3	3500.00	583333.3	3500.00	2333333.3	583333.3	3500.00	583333.3	3500.00	2333333.3

Pass/Fail Emission Standards = A + B / VTW

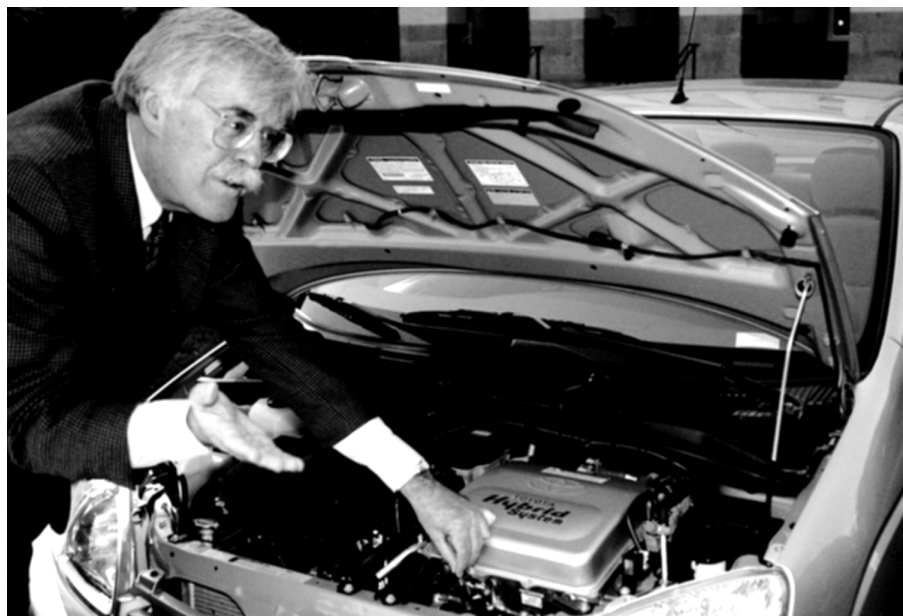
Legend:

ESC - Emissions Standard Category

VTW - Vehicle Test Weight

GVWR - Manufacturer's Gross Vehicle Weight Rating

Director *(continued from page 1)*



“California is motivated to take the lead because we have the worst air...”

— Barry D. Keene,
Director of General Services

“California is motivated to take the lead because we have the worst air,” says Keene. But by us adhering to these policies I believe it sends a strong message to automakers and consumers all over the country that we are doing the right thing and seeking solutions to a problem that affects all of us.” Keene maintains that many of the state’s current crop of vehicles are gas-guzzlers and high polluters and should be off the highways. He adds if nothing else automakers might get the message to stop sending these big cars to California, and more importantly consumers might stop driving them.

Keene says hybrid vehicles such as the Toyota Prius, which retails for \$20,500, should be a big hit among consumers primarily because it averages 60 miles per gallon and can travel 600 miles between fill-ups.

“There are other non-hybrids out there such as the Ford Focus and the Dodge Neon that

can not only meet the state’s transportation needs but because they are certified ULEV, pollute over 50 percent less than other similar vehicles,” says Keene. “And we are increasing our relationship with the manufacturers, making them aware that we want more ULEV certified vehicles and less higher polluting vehicles.”

Keene adds the department is exploring all opportunities to improve the environment including purchasing Electric and Compressed Natural Gas powered vehicles. “The bad news with these types of vehicles is that there are not many places for consumers to fill up,” says Keene. “The good news is stations are gradually increasing.”

Currently, the state owns approximately 12,000 light-duty passenger vehicles. According to Keene, the state purchases about 2,500 vehicles each year. He says in addition to cars, the drive for clean air will include state shuttles buses. “We’ve already received partial approval to have shuttle buses converted to using Compressed Natural Gas,” says Keene. “We’re really excited about those changes too. Overall, I am confident that the steps we are taking will be cost-effective in the long run. As we see petroleum costs rise, they will become even more effective. Most importantly, this shows that California is doing its share to help clean the air.”

The chart on the right is a list of model year 2001, various ULEV and SULEV passenger sedans and a sports utility vehicle that state agencies can purchase. •

<i>Manufacturer</i>	<i>Model</i>	<i>Class</i>	<i>Emissions</i>
Ford	Focus	Compact	ULEV
Dodge	Neon	Compact	ULEV
Toyota	Prius	Compact	ULEV
Honda	Insight	Compact	ULEV
Dodge	Stratus	Mid-size	ULEV
Dodge	Durango	SUV	ULEV

DISCIPLINARY ACTIONS



*Editor's Note:
This issue contains
the actions taken
during August 2000.*

NORTHERN CALIFORNIA

JERRY'S TRUCK AND AUTO —Burlingame

Gerald Christopher Parle, Owner
Order: ARD registration permanently revoked, stayed, placed on three years' probation. Registration is temporarily revoked and suspended for 3 days. Further ordered to report to BAR as directed, and reimburse BAR \$1,250 for costs of investigation and prosecution. (08/22/00)

JAMES L. WORTHAM—Chico
Order: Advanced Emission Specialist Technician license revoked. (08/04/00)

ACCURATE AUTO REPAIR —Chico

Robert A. Jeffries, Owner/Technician
Order: Smog Check Station license and Basic Area Technician license revoked. (08/04/00)

SANDERS AUTO SALES—Auburn
Glenn Jon Sanders, Owner
Order: ARD registration, Smog Check Station license revoked, stayed, placed on three years' probation. Further ordered to report to BAR as directed. (08/09/00)

QUALITY TUNE UP—Vallejo
Larry G. Armstrong, Pr, Owner
Terry Lee Anderson, Technician
Timothy Dale Richie, Technician
Larry G. Armstrong, Pr,
Order: ARD registration and Smog Check Station license permanently invalidated and revoked, stayed, placed on two years' probation. Must report to the BAR. Respondent ordered to reimburse \$3,200. Terry Lee Anderson, Technician License revoked, stayed, placed on three years' probation and suspended for 15 days. Further ordered to report to BAR and reimburse \$3,200. Technician License issued to Timothy Dale Richie is revoked, stayed, placed on three years' probation and suspended for 30 days. Respondent ordered to reimburse BAR, \$3,200. (08/04/00)

SAM AUTO TECH—Oakland
Qing Cheng Li, Owner/Technician
Order: ARD registration permanently invalidated, stayed, and placed on three years' probation. Smog Check Station license and Technician license revoked. Further ordered to report to BAR as directed, and reimburse BAR \$10,290.78 (08/22/00)

SMOG BUSTERS—Yuba City
Rajwinder S. Takhar, Owner
Order: ARD registration number, Smog Check Station license and Enhanced Area Technician license are revoked. Furthered ordered to reimburse BAR \$18,264.16. (08/22/00)

SOUTHERN CALIFORNIA

EIGHTEEN ENTERPRISE/A-1 AUTO REPAIRS & ELECTRIC —Chino

Thiet Trong Nguyen, President
Order: ARD revoked, stayed, three years' probation. Smog Check Station license revoked, stayed, suspended for 30 days. Furthered ordered to report in person to and pay BAR \$4,020. (09/25/00)

Vartan Nazari—Burbank
Order: Advanced Emission Specialist Technician license revoked. (08/22/00)

PERFORMANCE AUTO REPAIR —Southgate

Baltazar Ramirez, Owner/Technician
Order: ARD registration revoked. Smog Check Station license revoked. Enhanced Area Technician license revoked. (08/02/00)

CEDARS SMOG—Bloomington
Sawsan Kamal Fakhoury, Owner
Order: ARD registration permanently invalidated. Smog Check Station license revoked. Permanently invalidating auto repair dealer registration. Revoking probation and reimposing the order. (08/04/00)

HERMI C. HERRERA—Santa Ana
Order: Advanced Emission Specialist Technician license revoked, stayed and placed on three years' probation. Advanced Emission Specialist license suspended for 60 days. Further ordered to report to BAR. (08/21/00)

ERIC AYERS—Foresthill
Order: Basic Area Technician license revoked. Respondent further ordered to surrender any pocket and/or wall license certificate and all other evidence of licenser or registration to BAR. (08/09/00)

**JASON EUGENE W. STEELE
—Porterville**
Order: Basic Area Technician license revoked. (08/04/00)

HOLVEY TIRE—Palm Desert
Craig David Allen, Owner
Order: ARD registration and Smog Check Station license revoked, stayed, and placed on five months' probation. Smog Check Station license suspended for 30 days. Further ordered to report to BAR as directed and pay \$900 for the costs of investigation. (08/04/00)

**BRIAN WILLIAM FROST
—Rancho Mirage**
Order: Basic Area Smog Check license revoked, stayed, placed on three years' probation. Furthered ordered to report in person to BAR and attend and successfully complete a Bureau certified training course in diagnosis and repair of emissions systems failures and engine performance. Ordered to reimburse BAR \$450 for the cost of investigation.

**CORREA AUTO TECHNICIANS
—Fremont**
Estrella C. Correa, Owner
Order: ARD registration permanently invalidated, Smog Check Station license revoked. (09/07/00)

Disciplinary (continued page 7)

SMOG CHECK STATION CITATIONS

FACILITY NAME	ADDRESS	CITY	ZIP	LEVEL	ARD NUMBER	CITATION NUMBER	ASSESS AMOUNT	ASSESS DATE	DATE MAILED
Rocket Smog Inc.	3328 S. La. Cienega Bl.	Los Angeles	90016	1	AB165018	C-99-436	\$250	10/31/00	04/27/99
Quality Smog & Auto Repair	9519 E. Artesia Bl.	Bellflower	90706	1	AF160987	C-01-047	\$750	10/10/00	09/07/00
Dr. Smog & Repair	9018 Artesia Bl. #A	Bellflower	90706	1	AK207537	C-01-051	\$750	10/24/00	09/07/00
M&T Motors	410 E. Duarte Rd.	Monrovia	91016	1	AB151826	C-01-052	\$750	10/31/00	09/07/00
Motoring Performance Auto	1433 Mazda Dr.	Walnut Crk.	94596	1	AL186335	C-01-053	\$250	10/30/00	09/12/00
Express Smog	5261 W. Jefferson Bl.	Los Angeles	90016	1	AM197587	C-01-055	\$250	10/27/00	09/14/00
Rudys Union	9020 Edinger	Fountain Valley	92708	1	AG026501	C-01-057	\$750	10/30/00	09/14/00
Smog Pros	16742 Beach Blvd.	Huntington	92647	1	AK156415	C-01-059	\$250	10/10/00	09/14/00
Newport Center Chevron Inc	1550 Jamboree Rd.	Newport Bch	92660	1	AA115156	C-01-061	\$250	10/23/00	09/14/00
Tiger Motors	339 N. Harbor	La Habra	90631	1	AD204603	C-01-063	\$250	10/19/00	09/14/00
A-1 Automotive	425 W. San Carlos St.	San Jose	95110	1	AD204603	C-01-071	\$750	10/27/00	10/02/00

(covers 10/01/00 to 10/31/00)

Disciplinary (continued from page 6)

VILLED0 F. CORREA —Fremont
Order: Basic Area Technician license revoked. (09/07/00)

QUALITY TUNE-UP # 32

—San Leandro

Franklin Jacinto, President/Owner
Order: ARD permanently invalidated, stayed, placed on three years' probation. Furthered ordered to report to BAR. Ordered to pay BAR \$3,700. Smog Check license revoked. (09/07/00)

REYLAN APILADO SIMBOL

—Oakland

Order: Basic Area Technician license revoked. (09/07/00)

JUAN CARLOS SOLIS—San Bruno

Order: Basic Area Technician license revoked, stayed and placed on probation for three years', license suspended for 30 days. Furthered ordered to report to BAR, community service as determined by the Bureau and pay BAR \$2,261.70 (09/25/00)

CHAHALS ENTERPRISES

—Campbell

Gurbachan S. Chahal, President/Technician

Order: ARD revoked, stayed, placed on three years' probation and suspended for 15 days. Furthered ordered to report to BAR and pay \$6,653. Smog Check Station and Basic Area Technician license revoked. (09/29/00)

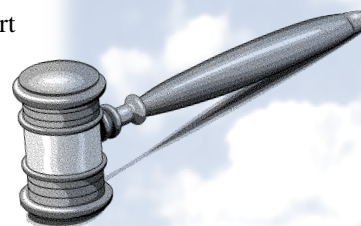
AUTO TECH—Madera

Kuldip Kaur, Owner

Order: ARD revoked, Smog Check Station license revoked. (09/22/00)

PARAMJIT SINGH—Madera

Order: Advanced Emission Specialist Technician license revoked. (09/22/00)





SMOG CHECK ADVISORY

State of California

Gray Davis, Governor

California Department of Consumer Affairs

Kathleen Hamilton, Director

Bureau of Automotive Repair

Douglas E. Laue, Chief
10240 Systems Parkway
Sacramento, CA 95827

BAR FIELD OFFICE PHONE NUMBERS

Bakersfield (661) 833-6304
Canoga Park (818) 596-4400
Culver City (310) 410-0024
Fresno (559) 445-5015
Fullerton (714) 680-7851
Oceanside (760) 439-0942
Richmond (510) 243-9410
Riverside (909) 782-4250
Sacramento (916) 255-4200
San Jose (408) 277-1860
South El Monte ... (626) 575-6934

DCA Cashiering (916) 322-7002
BAR Licensing ... (916) 255-3145
ET Help Desk (916) 255-4476
MCI (800) 731-SMOG

(Then press 5 for technical support)

Consumer Assistance and

Referee Center (800) 622-7733

DCA HOTLINE: (800) 952-5210

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If you have news stories or other items you'd like to submit to the Smog Check Advisory which is published monthly or the Repair Reporter, quarterly, please send them to:

Lana Wilson-Combs, Editor,
Communications and
Education Division,
Dept. of Consumer Affairs
400 R Street, Suite 3060
Sacramento, CA 95814

All submissions must be received by the 1st of each month and include a current telephone number.

LITTLE SCOOPS

Startup of OBD II Update Training Requirement is Coming Soon.

Time is getting short to obtain your OBD II Update training. The training will be required for all Basic and Advanced Smog Check technicians with licenses expiring on or after February 1, 2001, and renewals postmarked on or after February 1, 2001. All initial license applicants submitting applications postmarked on or after February 1, 2001 must also take the OBD II training course.